

Dear Examiner;

I will try to keep this as brief as possible. I realize maybe not enough emphasis was put on a couple certain areas in the original application. Unfortunately the Patent Attorney that was formerly assisting me, was just not very familiar with this field. Basically it amounts to two major points.

1. The whole idea of the invention was not for a single carburetor. Although it can be used as a single "valve" on one carburetor. It's function is to equalize the amount, and at what rate, the air enters each of the two or more carburetors. It's function as an adjustment is almost totally secondary to it's ability to synchronize multiple carburetors. To this point, apparently no one has realized how far off each carb in a multiple carb set-up actually are from each other, as far as calibration goes. Once you open the throttle, and go above the area where "normal" synchronization takes place, by mechanically adjusting and synchronizing the carburetor, that synchronizing method is basically irrelevant.

2. Furthermore, any common valve that someone could purchase to "accomplish" this, will not work. The reason is, that any commonly available valve does not have a "Balance Chamber" arranged in such a way that the path, route, & distance from the point of air entry, (and actual valve), to the point of exiting the main device, are extremely equal. Generally a valve with one inlet, and multiple outlets is made the outlets in a row, or line, with the inlet being closer to one end or the other. If the inlet is in the center, it will obviously then be further from the two ends, and from the outlets toward the middle. With the balance chamber arrangement, you can literally plug any one of the multiple outlet fittings, and the remaining fittings still being used will still remain equal and constant, no matter how many, or which ones are used.

No one with any real mechanical or carburetor knowledge, out of now thousands of people worldwide, in approximately two years time, has even mentioned that they feel this invention is in any way, even remotely related to anything ever invented or is or was in use, in any form, actually it's very much to the contrary. A common comment is, "I can't believe one of the bigger carburetor product related companies, hasn't come up with any device like this". In this world of extremely intense competition, in racing and street performance, if anyone had had something like this, that increases the performance so dramatically, it would surely have been in use, as winning means money, and attention. We have had well over 10,000 visitors to our web site, just in the last year alone. This doesn't include people who have heard about it from one of our small ads, or by word of mouth. It does how ever have several companies nervous, because it can accomplish things that their performance products cannot, and at a much more inexpensive price.

The way it is attached, via the special tubing adapters, mentioned in the original application, also plays a major roll in how well it works. No one makes anything like them, for any reason as well. This is why we actually have had to design and produce them ourselves, as there is nothing available for me to purchase, to put in the system kits, that will do what they do.

So, respectfully, this is why claims 1 and claims 9, have nothing to do with each other. You can't synchronize one carburetor, as synchronizing means making multiple objects work in intentional unison in a case like this. With the literally millions of people, worldwide, that have multi carburetor engines, that either race, or are into getting the most from their engines, no one else has apparently come up with anything close to this actual invention, therefore making it seem very obvious that the invention is not obvious in any way. Most people are actually very skeptical till they try it, making this point even more solid.

So, the bottom line is that this is a specially balanced valve unit, that when used as a control device for the air entering a carburetor's main-air, or pilot-air circuit, (or both), via separate tubes. The tubing adapters, were invented/designed to be used with the device. The unit will enhance the engines performance, along with the enabling of a means to not only adjust the Fuel/Air ratio, but to do all the carburetors its attached to, at one time, thus keeping the adjustment completely equal. The tubing adapters are even designed so that if the installer accidentally leaves the tubing unattached, or, someone opens the adjustment all the way up, it can't run lean enough to hurt the engine.

I am including a few testimonials. You can see more or other related information, on our web site, at www.flo-commander.com Reading these testimonials will really put things into perspective I think.

I will be happy to discuss any of this, or any other things you may want to address, at any time. Thank You, respectively for Your time and consideration to this matter. I'm obviously no professional at writing, but hopefully I was able to get my points across ok.

Steve Kesselring

After spending \$\$\$ of dollars on jets, needles, etc...with the big company and talking with their tech depart, I was told I would have to live with the very bad dead spot off idle and when you suddenly open the throttle on my 39mm FCR downdraft equipped ZX-10, they said the FCR's are a roll on carb only and there is nothing that could be done to fix the problem, boy were they wrong, I saw your add on the net and decided to take a chance and order your main circuit & pilot kit, it was the best chance I have ever taken, now my big bore, stroked crank, pro head, cams and header equipped ZX-10, has throttle response better than it did stock with CV carbs, you have to try this amazing product, as there's no words to describe just how good it really is, WOW!!! doesn't come close. To show you how much I believe in your product, my 2002 Yamaha TZ250 & 2002 Honda RS250R carbs for my 250 Supercard are on their way to you as we speak to be fitted with your product.

Thank you,
Steve Tillman
Wichita, KS

Steve,

Thanks for a great product. The flo-commander made all the difference in the world for me this season. Without it I don't think that I could have won the regional championship or finished 2nd at the Nationals, or be able to finish on the podium 14 times. The ease of tuning gave me the capability to always be dialed in at the different tracks. This saved me a lot of time and headaches, not to mention the extra power and ride ability. The power comes on so much smoother and is a lot more predictable. Thanks again for such an awesome product.

Daniele
BGV Racing #413

Steve,

What a season. The Flo-Commander really helped me keep up this year. I won the Florida region D Superstock class in WERA, and finished 2nd at Road Atlanta in the GNF. I had 8 wins, 2 2nds, and 4 3rds. The Flo-Commander made jetting so easy with all the weather changes, along with all the added power and smoothness. Thanks a bunch.

James Hillis
WERA 241

Steve,

I just wanted to take a second to thank you for such a great product. I have a 99 Yamaha R1, that is the 2nd love of my life. A little while back I started having some horrible tuning issues. After just about every other carburetor product out there, I was introduced to the Flo-Commander. What a night and day difference in my bike. I follow one of the Forums quite a bit, and many members have made mention of the FC. With one members suggestion, I tried it, and I am hooked ! One of the best things I like is I can dial my mixture in just about anywhere in only a couple minutes. I drag race quite a bit, and we are ever pushing for more horsepower. I have the unfair advantage over my buddies (for the time being). I can get more horsepower by the turn of the knob. I have them sold on them now too. Its also great when I travel, I can always have the best performance, with the least effort. I say this, it sure beats pulling the carbs off to jet it all the time. It sure is a lot smoother now too. Any ways, just wanted to say thanks, and keep up the good work. I will be trying that pilot circuit on here soon !

Sincerely,
Brian Wells
Phoenix Arizona

Steve,

Wow, what a difference. I was amazed at the transformation of my 98 Bandit 1200, 2nd gear wheelies without meaning to, major torque & hp increase and throttle response is incredible. I really didn't think I would see that kind of increase, but your product really delivers. Thanks for truth in advertising.

God bless,
Jason

Steve,

After spending over \$250 with a professional tuner, my R1 with a full race system and a ----- jet kit, still had huge hesitation problems that were really bad. I was so upset about it that I was willing to sell the performance accessories and go back to the factory set up. I went to an online forum and was told by several racers to try your product the Flo-Commander. I installed the main air jet system in just a little over an hour. Man what a difference! The bike pulls so hard I really have to hang on! The hesitation was still slightly present at the very bottom of the RPM range, so I decided to install the pilot circuit as well. I turned the screw to the left and found my tuner had the pilot circuits running too rich. The idle started to really sound nice and smooth, not to mention an exhaust leak sounding tick disappeared. All I can say is you have really created a great product that is easy to use and I wish I had installed these before I even bothered with having a professional install my jet kit. I have absolutely no carburation experience, but found your install guide more than simple to install especially with the detailed pictures. Keep up the good work, you definitely saved my bike. Here's an attached image of my Champion's Edition R1 with a black powder coated frame. Thanks again, this was the most valuable performance part I've ever purchased!

Justin Sievers

Steve,

Just wanted to comment on the benefits I realized after installing the Flo-Commander on my '00 R1. The engine is stock with the exception of a slip-on and high flow filter and ran fine once on the main circuit but had an annoying stumble during mid corner roll on. Your product has completely cured this problem and makes the bike much easier to ride smoothly. The lean pop I had on deceleration has also been dialed out. Installation was easy and the finish quality of the product is so good, I wish it wasn't hidden inside the air box!

Thanks Again!

Marty C.

Jacksonville, Oregon

I have a 1999 c2 zx9r, I installed the flo-c (which only took 5 days to arrive to the UK) and the power curve and the smoothness through the rpm range is awesome. The flo-c was easy to install and value for money. Great service and great product. See pics attached.

Thanks again Steve.

Andy UK

Hi Steve,

O.K. I got the kit yesterday.

I installed the kit in a little over an hour and a half. Did a final check of fittings, replaced the bodywork and tank then fired it up. The first reaction was WOW!

I quickly need to explain how the bike ran before I installed your product first. The Honda would always fire up fine but idled a little rough (compared to now). When you "blipped" the throttle off idle it seemed like it would stumble quite a bit. That one problem (if you could call it a problem) seemed to get a little bit worse when it was hot. I didn't notice any major flat spots in the upper RPM range but did notice it would pull hard around 7 to 8 grand and then pull great throughout the rest of the range. I definitely was unhappy in the lower RPM range though.

With the kit = Noticeable improvements overall. The bike still pulls great in the upper RPM range but there is a definite improvement on how hard it pulls. The bike idles way better, and I mean WAY better just sitting there. The stumble when "blipped" off idle is relatively gone. I also got an increase in performance in the lower end RPM range. I am just blown away. I have owned bikes before and fiddled with jet kits. Nothing prepared me for the night and day difference your product delivered though. With the older bikes I owned I constantly had to adjust the carburetion. It was horrible, one of the reasons why I was so reluctant to just put a jet-kit in and go. For me, I can ultimately say the Flo-commander was a great add on for my CBR 900RR. This thing should allow me to dial my bike in like nothing else I've ever tried. If the main kit worked this good what would the pilot kit do for me?

Thanks again for a great product and awesome customer care.

John Stixrud

Hi Steve , I just wanted to drop you a line to tell you what I found after testing the Flo-Commander. I can't believe someone finally came out with the one puzzle piece that has been missing with jetting . This product works exceptionally well and is simple to install and adjust. I will recommend this to all my customers whether they have a jet kit installed already or not. I tested a 1999 ZX9R that was totally stock and just been tuned , when i was done it was worth about 6 hp and was smoother over the whole rev range, I was totally impressed.
Jim Rashid 4&6 Racing Inc.

Hello I've been a full time Motorcycle Technician for fourteen years. I've installed many Jet Kits, pipes, filters, and every combination thereof. After talking to several that had already installed it, I could not believe their excitement. I rode a customer's bike that had one on it. WOW, It's amazing how well it works, Steve Has done his homework on this. I was so impressed I installed one on my own SV 650, and the results were great! The power and torque curve is so smooth, and it gained about 4 extra ponies. My bike is stock, other than the Flo-Commander. I love my bike, it's my get-away-from-the-stress-machine. Any of you guys or gals that want your bike to perform better for just a small amount of money, the Flo-Commander is for you. This product really works. The Flo-Commander has made smooth affordable performance easy. Put this baby on your bike, and after one whack of the throttle, you'll be happy you did!
Ronnie N.

Steve, I just wanted to thank you for supplying the sportbike industry with the best advancement since water-cooling was introduced back in the early 80's. I have been riding motorcycles for over 25 years now and I can honestly say that the Flo-Commander has been the only product that has given me the feeling that I didn't waste my money. This little gem has brought life to my bike that I never thought it had. My 98 ZX11 has become a totally different bike since I installed the Flo-Commander. My midrange power is incredible, as the bike lifts and will go completely over if I'm not careful. Mind you, I weigh in at a hefty 270 pounds and even with a full tank of gas, this heavy boy lifts and pulls like there's no tomorrow. I am recommending the Flo-Commander to all of my buddies and they are buying this bad boy and getting the same results I got. Once again, thank you for providing me with this great product and keep up the good work.
Jose Heinsen
Senior Training Analyst

Steve Kesselring I have a small shop in the Conyers Georgia area. I specialize in complete engine service and a special division for polishing. I have a ZX-11 that I use to demonstrate my capabilities and also as a test platform for new systems and processes. It was in an effort to remedy a rather severe rough running between 1000 and 2000 rpm that I gave your Flo-Commander a try on my bike. Everything else has failed, and the expert opinion seemed to suggest that this is just the nature of the beast, when someone has 'built' an engine with the Keihin 41 mm flat slide racing carburetors. Well, I gave your system a try, as you know, and it instantly eliminated the low speed roughness, and made a great impact on the overall performance of the FCR carburetion system as well. The best way I can express it, is to say that it corrected problems I didn't know I had. It is like a different bike. Smoothness is another key word, which comes to mind. I have subsequently installed a number of your kits, and all have resulted in the same kind of overwhelming improvement. Every customer has exclaimed things like "Incredible, unbelievable, it never ran like this before" etc. Installation is straightforward and your kits have included everything needed, and then some. This certainly gives all indications that it will become a significant part of my future business.
Dave Leonard
Leonard Cycle Service

Re: Flo-Commander (2000 GSXR-600)

Dear Steve Kesselring,

I have to admit that I was skeptical about your product in the beginning, but after installing and testing it on my 2000 Suzuki GSXR-600 racebike, my skepticism disappeared! Your product is a pleasant surprise to most contraptions out there; as it REALLY does work the way it is marketed. I was real impressed how it cleaned up throttle response, and off idle throttle input. Thanks for the opportunity in testing the FC, I will recommend this product to everyone!
Kipp McGowan